

TONOPAH DAILY BONANZA

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ESPEE MISMANAGEMENT.

Now that the Public Service Commission has disposed of the Reno trolley system which has been occupying cost of the time of the board, some attention should be given the Southern Pacific management and the manner in which it operates its trains in and out of Mina. For weeks the day coach, which has been filled to overflowing with passengers who are given standing room where they pay for seats, has been neglected in the most atrocious manner. The gas tanks are exhausted before reaching Reno and the company either has not the facilities at Sparks or does not care a whoop for the public. The car comes down to the southern country some times with a brakeman's lantern as the only illumination. At other times candles are burning just low enough to show the darkness and the interior of the car is as dismal as malice can devise. There is no excuse for this treatment. The patronage is far in excess of the capacity of the one coach that is made to do duty for two and the indifference of the management to the comfort of the passengers is shameful. With system this should not exist longer than the time taken to report the trouble to headquarters. Reports on top of reports have been filed without bringing about any change or improvement. If the company is too poor under the government administration The Bonanza suggests that it revert to the ancient system of lighting its cars with the gold old fashioned and reliable kerosene. This would not cost the Southern Pacific more than what would be required to haul tank cars to convenient points on its road for the company is one of the largest owners of oil lands in California where it is safely entrenched in its possessions through the action of the court in deciding last week not to go further into the question of disputing the claims of the company to immense acreage of oil bearing lands. The chair car which arrives here on the morning train returns the same evening without any improvement in the lights and the coach leaves Tonopah without gas lights. It was not so long ago that the Southern Pacific alleged that the business to Southern Nevada did not warrant the cost of operating daily trains and it is said that an effort was made to have the sleeping car sidetracked at Reno. The Southern Pacific has enjoyed a reputation for niggardliness and getting all the traffic will bear and the present illustration of neglect in lighting or in making the cars attractive is sufficient to emphasize the worst things that have been said about the management. The Nevada Public Service Commission might enquire what is the cause for this treatment and for the action in maintaining filthy and dingy coaches that would be a disgrace to a jerkwater branch of a granger road in Iowa.

OPEN NEVADA COAL MINES.

While the middle west and eastern country is experiencing a harrowing time owing to the shortage of coal, the full effect of the shortage has not yet been felt in Nevada. Nevertheless the day is coming when the pinch of famine will cross the threshold of our homes, for the situation is so acute that it becomes a question of days when the Utah mines will be ordered to divert their tonnage from the west to the east. Are the citizens of Nevada going to sit supinely by and wait for this eventuality, or will they bestir themselves to the necessity for developing their own coal at the front door of the camp with the assurance that the development will be compensated by the knowledge that a boundless supply of coal may save them and theirs from the pangs of slow, tortuous freezing? If the leading business men of this town took action they would find themselves protected from inclement weather of which there is an abundance in store during the next four months of winter. The east would not be onerous for the effort that points the way to success would not call for the contributions of more than 100 men, each taking a thousand shares of stock in the Darms Coal Mining company. The facts about the holdings of this company have been iterated and reiterated for years without arousing the consumers from their torpor, but the crisis is at hand when something must be done and done without further waste of time in idle chatter. The coal is there, according to the reports of eminent engineers and geologists, who agree that deeper development will bring the company to the older deposits equal in heating units to the best bituminous coal now hauled from the east. Zero weather has more terrors for the desert dwellers than those of more favored climes where house construction is more substantial and better calculated to resist the rigors of an intense winter. If citizens have any regard for their comfort during the remainder of the winter they should act promptly in helping a deserving company to advance to the producing stage. This is not an appeal to charity, but a direct business offer, for The Bonanza is of the opinion that there is not another property in the entire state that would pay better dividends than a well developed coal mine. The demand is limited only to the capacity of the mine to produce, for there is a steady market for all that can be hoisted from these coal measures which contain infinite wealth in their depths.

LAND OF THE OUTLAW.

It is not surprising that Wyoming should be responsible for a public subscription to send a floral offering to Carlisle, the train robber. The sentiment that actuates this gift is hard for the resident of another state to analyze, but to those who are familiar with the early history of Wyoming it is not a whit surprising. Wyoming in its pulsing days was the home of outlaws and professional cut-throats who openly defied the authorities and walked about the streets without any effort to conceal their identity. Cattle barons and sheep dynamiters maintained their armed forces with the object of deterring decent settlers from invading their domain and from that nucleus has grown up a younger generation trained to admire outlawry and defiance of law. The maudlin sentiment that prompted any one to send flowers to a train robber can only be excused on the ground that he was too tender in his instincts to shoot the men who risked their lives to return an escaped convict to the prison where he belongs. The gift

is alleged to have come from the citizens of Casper who not long ago were soliciting capital for oil development. The lionizing of a bandit is not calculated to inspire confidence in the minds of capitalists for the first impulse of moneyed men would be to fight shy of a community where outlaws are idolized and a premium placed on the most cowardly crime in the calendar.

Carranza's replies to the American diplomatic notes remind one of the line from the old song about Noah's ark: "Says the ant to the elephant, who are you shovin'?"

One of the things we refuse to believe is that George Creel and his troupe of performing press agents left a lot of uncashed checks lying around on the floor when they quit their jobs.

Still, you know, it isn't likely, even in the absence of a treaty peace, that the German government will insist on our stripping up our merchant ships like zebras or telling us just when and how we are going to sail 'em.

COTTON YARNS SOAR IN JAPAN

(Correspondence Associated Press)

TOKIO, Nov. 7.—Japanese cotton yarns are soaring skyward. The prices ruling in the market have set new high records in the spinning industry of Japan, and even threaten to exceed the record figure in the world's market. The present quotations, if left unmodified, will soon tell on the welfare of the Japanese public who are already suffering from the advance price of cotton piece goods.

The government is taking the situation seriously and recently dispatched officials to Osaka, the most important center of the spinning industry to investigate the cause of the recent advance and to recommend measures for regulating prices. But the measures taken by the government so far have produced no effect and quotations are still advancing.

The current prices have reached such a figure that weavers can derive a large margin of profits by manufacturing textile fabrics with cotton yarns imported from abroad. One large weaving concern in Osaka has already ordered large quantities of fine yarns from the United States and thick yarns from China. This is the first importation of foreign cotton yarns by Japanese spinning concerns.

HIGH CAR FARE.

(Correspondence of Associated Press)
VIENNA, Nov. 17.—Street car fares have been increased to one crown. Before the war the fare was sixteen hellers. A heller is one one-hundredth of a crown.

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PISTOL PRACTICE FOR BANK CLERKS

(By Associated Press)

NEW YORK, Dec. 8.—Regular pistol practice in one of the national guard armories for all officials and employees having permits to carry revolvers is now part of the "preparedness campaign" of the Guaranty Trust company of this city, in view of present attacks on bank messengers and bank hold-ups. The target work of the bankers has improved in quickness and accuracy in consequence of the practice to a point which is characterized as "excellent." One official scored twenty-eight out of a possible thirty points at the last practice and clerks, messengers and special officers all did well.

For ARROWHEAD PROPERTIES SEE D. H. BUTLER

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APPLICATION NO. 5445

NOTICE OF APPLICATION FOR PERMISSION TO APPROPRIATE THE PUBLIC WATERS OF THE STATE OF NEVADA.

Notice is hereby given that on the 7th day of November, 1919, in accordance with Section 59, Chapter 140 of the Statutes of 1915, one Gustaf R. Peterson, of Bullhead, County of Nye, and State of Nevada, made application to the State Engineer of Nevada for permission to appropriate the public waters of the State of Nevada. Such appropriation is to be made from Upper Bullhead Creek or Gulch, at a point in the NE 1/4 Sec. 25, T. 2 N., R. 49 E., M. D. B. & M., by means of a dam, and reservoir, and one sixth cubic foot per second is to be conveyed to Wagon Wheel, Sec. 20, T. 2 N., R. 50 E., M. D. B. & M., by means of ditches, and there used for irrigation and stock watering purposes, from May until October of each year.

Water not to be returned to stream. Signed: J. C. SCRUGHAM, State Engineer

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N18, 25—D2, 9, 16.

NOTICE TO MOOSE

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